



## CITIES PROVIDE FREE CAMP SITES ON LINCOLN HIGHWAY

Elaborateness and Completeness of Projects Vary According to Size of Towns Along Route.

The number of tourists carrying camping equipment and making but a minimum use of hotels during their summer drives seems to be increasing yearly. Even parties intending to stop at hotels frequently now carry camping equipment and enjoy making a camp now and then when facilities offer. The Lincoln Highway Association this year received an unusually large number of requests for information as to the location of specially equipped camp sites, with the result that the following data has been compiled. In general, of course, the tourist can make a camp almost anywhere between New York and San Francisco without interference from the owners of property, and many tourists like to make a separate private camp, well away from town or city. However, more and more communities each year are providing free camping grounds within their municipal limits, often elaborately equipped with facilities for the comfort and convenience of the tourist, and they are largely patronized. Some of these camps often harbor as many as 2,000 persons at a time, notably those in the west, which are located at strategic points, such as the crossing of main trails.

### ITALY'S AUTO LINES.

Reports 21,000 Kilometers Subsidized by Government.

Italy possesses, without including Trentino and other recently annexed territories, 21,000 kilometers of public automobile lines subsidized by the government, as compared to 15,000 kilometers of railways throughout the kingdom according to Consul Sykes, Turin, in a report to the automotive division of the department of commerce. In addition, 525 of the above lines are connected with private lines operating without a government subsidy, but under state control. Since the armistice 200 new concessions have been granted, covering 8,000 kilometers. The government has also aided the establishment of public lines in Trentino by selling war materials and over 400 cars to the companies at reduced prices. In view of the further need for motor transportation, many companies are now operating lines and many communities throughout Italy are urging the government to take steps for the promotion of additional lines to connect the many communities which cannot be reached by railways to the more important railway centers. It is claimed that commerce in many sections would be increased by the new lines, which could be assisted by government appropriations and exemption from numerous taxes until well established.

### FLORISTS LIKE TRUCKS.

The motor truck has become a great value and assistance to the florist that make up the New York city flower market. This direct means of transportation from the nurseries to the city markets afforded by the truck saves much valuable time. The factor of time is especially important in the shipment of delicate cut flowers, which must be handled with the greatest care and protected from the changes of temperature.

### NEW RECORD IN LICENSES.

A new record of 4,464 applications to drive motor vehicles was established in New York city during the last week of May. A new record for a single day was set with 1,044 license applications.

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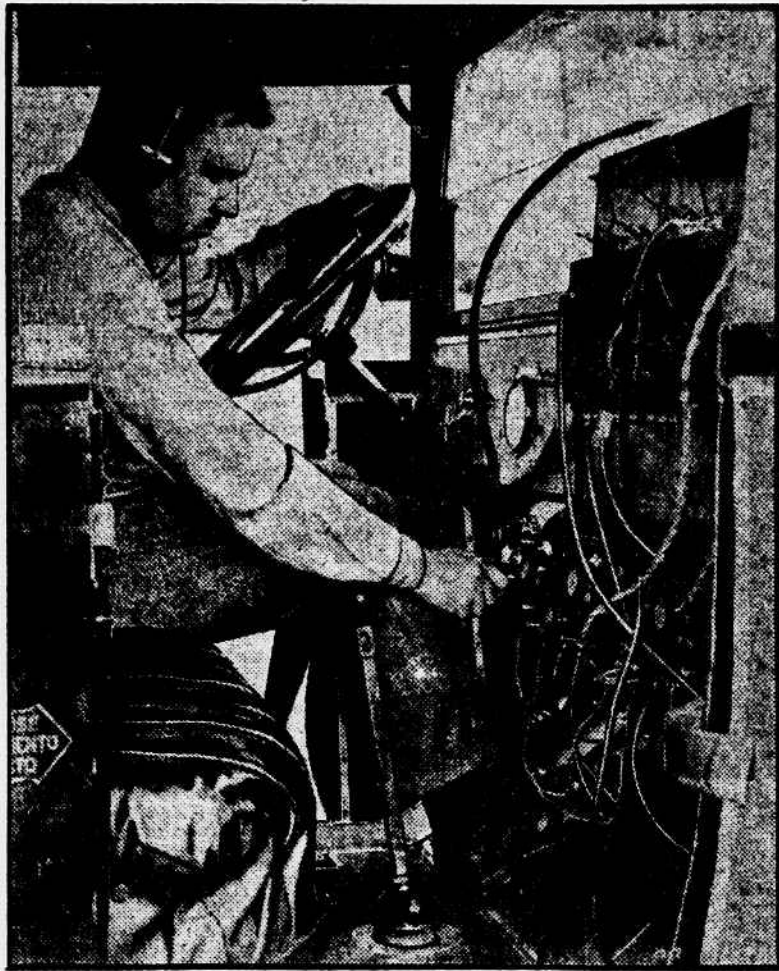
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## RADIO EQUIPMENT FOR BUSES.



If tests now being conducted are successful, California will have radio concerts for passengers on the long-distance bus trips. The illustration shows radio set on big bus of the California Rapid Transit Company.

## ESCAPE FROM DEATH CAUSES AUTOIST TO DISCOVER A "D—FOOL"

O. T. Peterson, engineer on the Fort Wayne division of the Pennsylvania railroad and of train No. 852, relates the following incident: While pulling into Gary he saw an automobile dash across the tracks just in front of train No. 25, a fast passenger train from the east, which does not stop at Gary. This was a close call, but Peterson's train, which was coming from the west, and which the driver of the automobile did not notice until he was on the track in front of No. 25, also almost struck the car. By speeding up the automobile the driver crossed the tracks just ahead of No. 852 and just in time to avoid an accident. After getting across he stopped his automobile and walked up to Peterson's engine, which had stopped at the station, and asked Peterson to stop. Peterson asked him if he had not seen the posters, "Cross crossings cautiously," which had been put up in the "Careful crossing campaign." "Oh, yes, I have seen them, all right; that is the reason I am such a d— fool."

## REDUCES MOTOR ACCIDENTS.

Motor vehicle accident injuries have been reduced in Massachusetts from 21,068 in 1920 to 11,487 in 1921, a decline of 45 per cent. The total of accidents and fatalities will be still further lowered in 1922 if the rate for the first five months is maintained. The revocation of 4,899 licenses during 1921 has had a stimulating effect on careful driving.

## RADIO PHONES PLANNED FOR CALIFORNIA BUSES

Daily Bay Region Concerts to Be Received for Benefit of Passengers.

Should tests which the California Transit Company of Oakland, Calif., started this week, prove successful many of the eighty-five white busses operated by this line will be equipped with radio phones to pick up daily radio concerts in the bay region. W. E. Travis, president of the California Transit Company, sent the first radio equipped bus out on its regular run to Sacramento, and in spite of the obstacles which confronted the test enough information was obtained to warrant further experiments and to assure Mr. Travis that radio concerts would soon be a reality for his patrons.

With only a two-step radio short-wave receiving outfit and handicapped by the necessity of operating with a low antenna, the bus was able to pick up San Francisco and Oakland concerts as far as Martinez. At Sacramento a test was made by special arrangement with the Holbrecht broadcasting station. It was found that by a sacrifice of speed the concert was as audible when the bus was in motion as when it was standing at the curb. According to officials of the bus company and radio men interested in the tests from a scientific angle, some refinements will be made and experiments continued until desired results at varying speeds are obtained.

## AUTOISTS WARNED OF FAULTY DRIVING

Maryland Roads Official Finds Many Accidents Due to Disengaging Clutch.

Special Correspondence of The Star. BALTIMORE, June 24.—"Keep your clutch in."

This is the advice of John N. Mackall, chairman and chief engineer of state roads commission, to motorists. Mr. Mackall believes that more accidents occur as a result of faulty driving, particularly through disengaging the clutch, than from speeding and road condition.

Mr. Mackall points out that one of the greatest faults of automobilists is to shove out the clutch and coast down hills. He thinks more accidents are caused by this than speeding. In fact, he made a check on accidents on one of the western Maryland roads recently and found that four mishaps occurred on the down grade in one day and that in each case the driver had been running his machine with the clutch out. Following this, he instructed Harry D. Willard, assistant chief engineer, who knows the road map and attends to the placing of road markers, to post signs along the roads with the inscription, "Keep Your Clutch In," in bold letters.

"It is almost criminal for any man to take his clutch out at any time that he is driving," said Mr. Mackall. "There has always been a lot of talk about speeding being responsible for accidents, but I am not yet convinced that it is true. I am sure, however, that there are more accidents from faulty driving, such as letting out the clutch and coasting down hills, than anything else. When a man disengages gears and begins to coast the machine always has a tendency to skid when the brakes are applied. If the clutch is kept in this does not happen."

Mr. Mackall thinks that some bureau which has access to the data on accidents should keep a chart of accidents for the whole state, including the city. He pointed out that to do this the co-operation of the city police department should be obtained. "When one stops to consider how much damage is caused in wrecks of machines each year," said Mr. Mackall, "it would appear that the taxpayers could well afford to support some systematic study all over the state and city which might give us the real cause for accidents and offer an opportunity to correct it. Here in our department we discovered by our road map, which applies, of course, only to state roads in the counties, that a straight road is more dangerous from an accident viewpoint than one with curves. This has been generally accepted all over the country. Now there is no reason why a study of the locale of all accidents will not give us the real reason for other accidents."



## A Question of Merchandizing

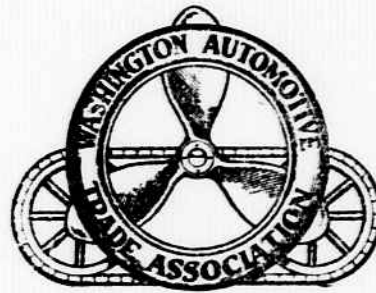
When a prospective purchaser is offered an unusual allowance on his used automobile, either the car at which he is looking is overpriced, or the dealer is not a good merchandiser.

When your old automobile is accepted as part payment on a new machine, it is virtually a sale of your old car to the dealer.

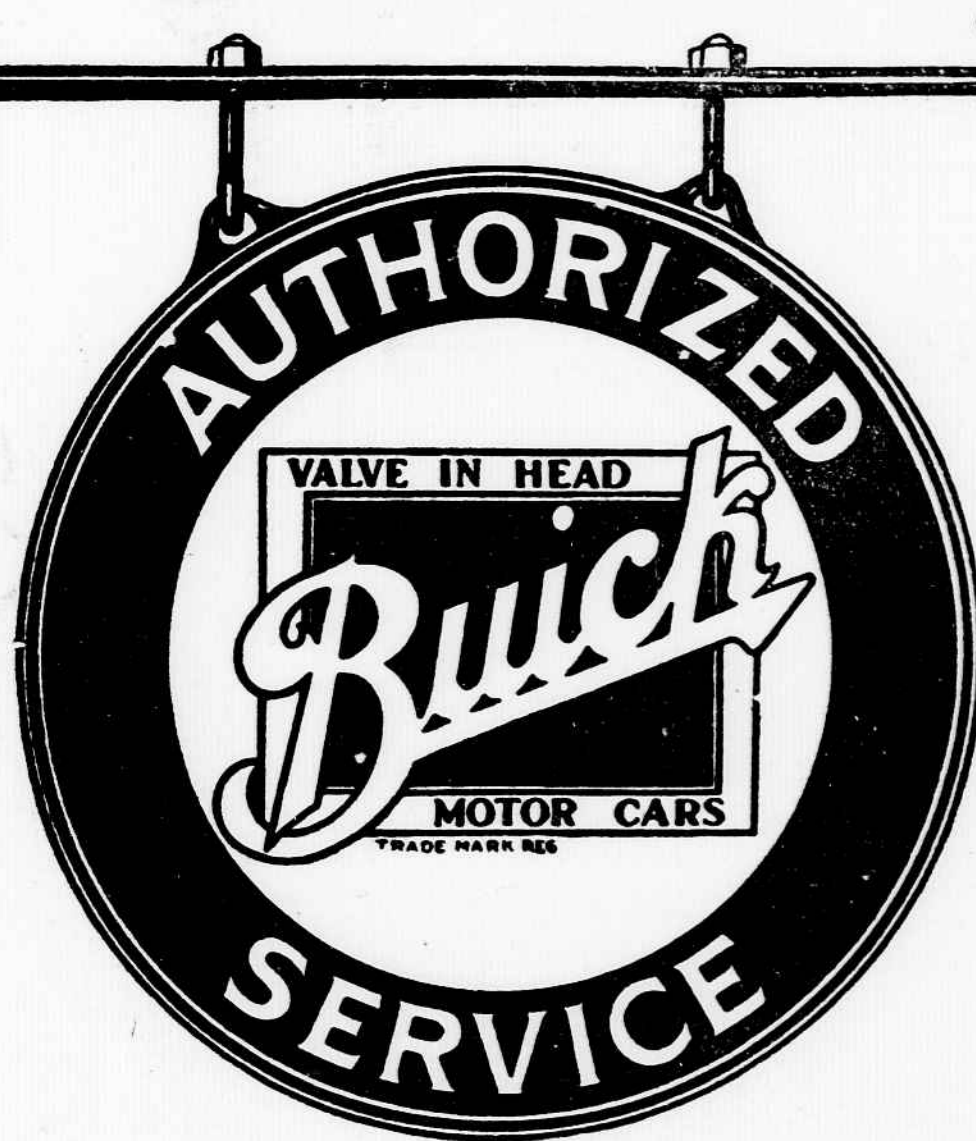
Your dealer cannot possibly "burn the candle at both ends."

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## Washington Automotive Trade Association



THE NEXT OF THIS SERIES APPEARS IN THE POST AND TIMES OF JUNE 27.



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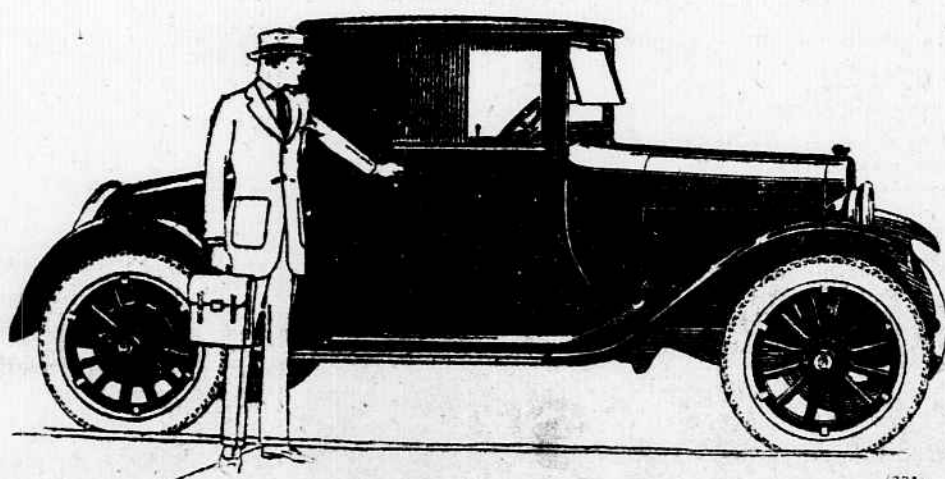
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